

**What I Claim is :-**

1. A fuel system of a staged combustion engine comprising primary and secondary burners, the fuel system comprising;

a metering valve arrangement for regulating fuel flow from a pump to the engine,

a pressure raising shut off valve arrangement for controlling the supply of metered fuel to primary and secondary delivery lines for communication with the primary and secondary burners respectively, wherein the pressure raising shut off valve arrangement is operable between an open position in which fuel flow is permitted to both the primary and the secondary burners, and a closed position in which fuel flow through the pressure raising valve arrangement to the primary and secondary burners is prevented, and,

a start valve means provided with by-pass flow means which is operable to permit an initial by-pass flow of fuel to the primary burners upon engine start-up when the pressure raising shut of valve arrangement is in the closed position.

2. A fuel system of a staged combustion engine as claimed in claim 1 wherein the start valve means include a by-pass valve member and a by-pass flow line which communicates with the primary delivery line, whereby the by-pass valve member is movable between a first position, in which fuel flow through the by-pass line is substantially prevented, and a second position in which fuel flow through the by-pass line is permitted.

3. A fuel system of a staged combustion engine as claimed in claim 2 wherein the by-pass valve member has first and second seats which it engages when in the first and second position respectively.

4. A fuel system of a staged combustion engine as claimed in claim 1 wherein the by-pass flow of fuel is derived from a flow line which communicates with a point downstream of the metering valve arrangement and upstream of the pressure raising shut of valve arrangement.

5. A fuel system of a staged combustion engine as claimed in claim 2 wherein the start valve means includes an electromagnetic actuator, the by-pass valve member being arranged such that energisation of the electromagnetic actuator moves the by-pass valve member into the second position to initiate fuelling of the primary burners.

6. A fuel system of a staged combustion engine as claimed in claim 4 wherein said flow line is provided with a restriction, of relatively large flow area.

7. A fuel system of a staged combustion engine as claimed in claim 4 wherein said flow line is also arranged to provide a reference supply of fuel to a pressure drop spill valve arrangement following engine start-up so as to maintain a substantially constant pressure difference across the metering valve arrangement.

8. A fuel system of a staged combustion engine as claimed in claim 1 provided with a shut-down valve which is actuatable between a closed state during engine operation and an open state upon engine shutdown.

9. A fuel system of a staged combustion engine as claimed in claim 6 wherein a region of the flow line through which the reference supply of fuel flows to the pressure drop spill valve arrangement is provided with an additional restriction, thereby to cause relatively rapid closure of the pressure raising shut off valve arrangement upon engine shut-down.